

RESOLUTION NO. 20060202-031

WHEREAS, the original intent for what is now the Pfluger Pedestrian Bridge was to provide a safe pedestrian and bicycle connection between the south and north sides of Town Lake, and extending this safe passage beyond Cesar Chavez and the Union Pacific Railroad; and

WHEREAS, construction of the Town Lake portion of the Pfluger Pedestrian Bridge was completed in June 2001, and because of budget constraints, construction of other connections to the bridge were delayed; and

WHEREAS, to obtain input from the many interested and diverse stakeholder groups, two advisory groups were established, a Community Advisory Group (CAG) and a Technical Advisory Group (TAG) and both groups provided input into the evaluation criteria and as well as review and input at various points in the study process; and

WHEREAS, after study of alternatives, input from the two community groups, several City boards and commissions, and scoring of evaluation criteria, it has been determined that a center arm alignment performs better than the alternative northwest arm in all the major evaluation criteria, and that an under-crossing of the Union Pacific Railroad at Bowie Street would allow for a connection to a future pedestrian/bicycle corridor along Bowie and Henderson Streets; **NOW THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

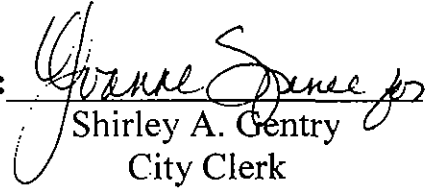
The City Manager is directed to proceed with the design and implementation of a center arm alignment and Bowie Street pedestrian under-crossing of the Union Pacific Railroad and 3rd Street; and

BE IT FURTHER RESOLVED:

Once an alignment is approved, the City Manager will return to Council to request consultant contract authorization to complete design and construction documents, and for construction contract approval and award.

ADOPTED: February 2, 2006

ATTEST:


Shirley A. Gentry
City Clerk